

Lucky Hour Defeats Mad Hatter by a Nose in Winning Edgemere Handicap at Aqueduct

Winner Is Near Track Record In Capturing \$7,600 Purse

Ranocas Stable Star Tires and Bears Out in the Stretch and Lucky Hour Comes From Behind to Win in Sensational Time of 1:50

By W. J. Macbeth

In one of the most sensational finishes seen on the metropolitan circuit all season the Lexington Stable's Lucky Hour nosed out the Ranocas Stable's Mad Hatter for the \$7,600 winner's share of the Edgemere Handicap, the mile and a furlong feature of the closing day of the Aqueduct meet yesterday. Lucky Hour ran the distance in 1:50 flat, which was only one second slower than the track record, established by Grey Lag a year ago last July. This finish was so close none could decide till the scales were hung up.

Mad Hatter, a badly tired horse, was beaten out as tired horses usually do, through the last sixteenth, circumstance that probably cost him the victory. Driving hard, four lengths back, came the Westmount Stable's Sennings, 140, and R. T. Wilson's Sedgewick, 140, in a furious duel for the conclusion of the handicap. The two, three, Captain Aloock, Bon Voyage and Puffin were badly beaten of. The Quincy stable horse would not give his best effort.

There was real excuse for Bon Voyage, which was badly cut on the front leg, evidently from some of the heats, while at the post. As the race was run Lucky Hour had to be given the best to win, as Schuttinger made more than one mistake.

Sennings Park Well Played

It was a lively betting race. There was the strongest support imaginable for the Lexington-Xalapa Farms entry, as well as for Mad Hatter, while the same out that the Westmount stable supporters had bet the usual odds out of town. Certainly the men who commanded the play were all well posted.

But evidently Sennings Park was just such a race as that one to put him on edge, for when the pinch came he was not equal to the emergency.

Sennings Park, displaying his usual sensational early foot, soon drew off to the lead in the fight up the long back stretch, with Lucky Hour in close pursuit and Mad Hatter not far away. The rest of the field was well strung out, Captain Aloock bringing up in the rear.

And Schuttinger evidently decided that his race was too hot for Lucky Hour, and in taking off it he opened up so that Mad Hatter was enabled to come through on the inside. The Ranocas Stable's breed winner raced Sennings Park into submission. But here Schuttinger decided to make another run with Lucky Hour, coming up on the inside. A furlong from home it seemed as if Mad Hatter surely would win, as he was running strongly, but he lost to the sixteenth from home and finished away out under the judges' stand.

Jean Shaughnessy's Shaffer won the fifth race at six and a half furlongs, making every post a winning one. Clough Jordan was second and Se Jester third.

John E. Madden's Best Love won the opening race, a five furlong dash against a head wind, in the sensational time of 6:58 2/5. Jockey Marcellini came through with this filly, which ran like a good one, and she was easily beaten down the back stretch by the Sennings Park's Captain Aloock and Mad Hatter.

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H. W. Maxwell's Decisive Take, the Queensboro Steeplechase Handicap at about two and a half miles under a seven ride by Jockey W. McNair, The race was worth \$3,450 to the winner.

Battersby's Failure

Quite a heavy early play developed in J. E. W. Battersby's Battersby, that was six furlongs in 1:10 flat because of the running of the last Future. By this time, this colt has been overruled as he failed to develop any substantialities in his race. At a number of fact he was away none too well, and then acted greenly, running all over the track with Eddie Taplin.

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Battersby set the pace from start to finish, and through the last half mile simply coasted along. Earocker beat Joyful in a furious drive for the place. The Greenbreast Stable's Our Boots was pulled up in the last furlong after he had stopped. For nearly two miles Joyful and Our Boots raced together a couple of lengths behind Decisive. Taking the water jump the second time, Our Boots made a bad landing, which did not improve his chance. He rolled on, however, and the far turn was reached and he was suddenly pulled up.

Jockey Pierne appeared to lay a bit too far off the track with Earocker, and though he got up close enough, the last half mile, the effort of getting there took so much out of the mount Earocker had little left for the pinch. Decisive, which was the rank outsider of field of four and a 10 to 1 shot, simply galloped in front all the way to the wire.

Kirkington won the third race at a mile after disposing of the Peruvian Pitcher running. Winneconne, the favorite, was unseated and knocked back many lengths right at the start, but despite the accident might easily have won with a stronger ride. Shiner had all the ground possible and came up on the rail. He seemed on the point of moving up to the front runners when both bore over to the rail, forcing Shiner to pull up and come to the outside. The claim of the field was lodged, however. Father Bill Daly's Rockport, the 30 to 1 shot of the field of four, was badly distanced all the way.

Bell Elected Head Of Distance Runners

John D. Bell was elected president of the American Distance Runners' Association at the meeting held at the American A. C. last Friday. Frank Masterson was elected vice-president. The other officers are as follows: George Thompson, racing secretary; John Mullarkey, financial secretary; Victor Votteress, treasurer; John Costello, sergeant at arms. Members of the association will compete in a twelve-mile run to-day in preparation for the coming championships on the long route. The start will be made from the Greek-American A. C. clubhouse.

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Navy Experiences No Difficulty in Developing Backs

ANNAPOLIS, Md., Sept. 30.—With an abundance of backfield material at the Naval Academy this year, the Navy has found it comparatively easy to develop the relays of backs, which has been the practice at the institution for a number of years, and a most important element in the success of its elevens.

It has been the aim of the Navy coaches to maintain a fast pace by frequent substitutions in the backfield, and each back is trained in the work of a particular position behind the line, so that changes can be made without disorientation.

The varsity backfield at present is composed of Hamilton, 163 pounds; McKee, 153 pounds; Conroy (captain), 169 pounds, and Barret, 153 pounds. This is a fast and experienced bunch, no means a heavy combination. Barret is the most brilliant ground gainer of the four, followed by Conroy. Hamilton is a particularly strong defensive player, while McKee is a good, but not brilliant runner. All but McKee were regulars last year, McKee having made the varsity in 1920, but given place to Barret last season.

The first reserve backfield is made up of Cullen, 169; Devens, 170; O'Riley, 178, and Norris, 154. The first three are lusty youths of the line-breaking type, while Norris, a young player, is believed to have the makings of a very good end runner. Cullen has a very good chance to make a place in the regular backfield, particularly as he is running well, an accomplishment much needed on the Navy team. Devens is a particularly powerful plunger.

Baltimore had two leading twirlers, Jack Bentley and Harry Frank. Bentley, 169, and lost 1, for a percentage of 50%, while Frank won 21 and lost 8 games.

Maurice Archdeacon led the league in run scoring and in stolen bases. He was credited with fifty-four stolen bases for the season.

Al Wingo was the leading home run hitter, with thirty-four circuit clouts to his credit.

The records follow:

LEADING BATSMEN

Player	Club	G. AR.	H. HR. S.B.	P.C.
Fordham	U. S. C.	13	124	7
Conroy	Nav. Acad.	13	124	7
McKee	Nav. Acad.	13	124	7
O'Riley	Nav. Acad.	13	124	7
Barret	Nav. Acad.	13	124	7
Cullen	Nav. Acad.	13	124	7
Devens	Nav. Acad.	13	124	7
Norris	Nav. Acad.	13	124	7
Hamilton	Nav. Acad.	13	124	7
Wingo	Nav. Acad.	13	124	7
Archdeacon	Nav. Acad.	13	124	7
Bentley	Nav. Acad.	13	124	7
Frank	Nav. Acad.	13	124	7
Wing	Nav. Acad.	13	124	7
Wingo	Nav. Acad.	13	124	7
Archdeacon	Nav. Acad.	13	124	7
Bentley	Nav. Acad.	13	124	7
Frank	Nav. Acad.	13	124	7
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